

-----Original Message-----

From: meljo [mailto:meljo@gci.net]

Sent: Tuesday, November 13, 2001 11:59 AM

To: Wolfe, Larry -RUS

Cc: cliff@akcenter.org

Subject: Southern Intertie

This E-Mail and or attachments have been scanned for
and found free of known viruses.

Dear Sir,

We are writing this letter to express our concern over the proposed Intertie between the Kenai and Anchorage. We understand the preferred route for the project runs through the Kenai National Wildlife Refuge and also crosses Cook Inlet. Both of these factors send us warning signals. We have got to preserve the Wildlife Refuge with a minimal amount of man made disruptions. Our State has got to protect the resources we have which are our wildlife for all uses. What makes this state what it is slowly being eaten away by one project and another. We understand there are other routes available, especially the Quartz Creek route, that will have much less impact on the environment.

Please protect our State and the Kenai Refuge for all people to benefit from for now and future generations. Make the utility use the Quartz Creek route, which we don't understand why it isn't the preferred route anyway.
Mel and Joanne Ackerman

60A

60A

Comment noted. The Quartz Creek Route does not meet the purpose and need for the Project. See DEIS Section 2.2.2, Transmission Options, Quartz Creek Transmission Corridor (pg. 2-8 to 2-19).

-----Original Message-----
From: Stockton, Blaine -RUS
Sent: Tuesday, November 13, 2001 8:04 AM
To: Wolfe, Larry -RUS; Moerman, Rose -RUS; Price, Sally -RUS; Jenkins, Brian -RUS
Subject: FW: Kenai Peninsula Electric Intertie - Alaska

FYI, Blaine
-----Original Message-----
From: Carol Jensen [mailto:cjensen@pobox.alaska.net]
Sent: Sunday, November 11, 2001 7:28 PM
To: bstockto@rus.usda.gov
Subject: Kenai Peninsula Electric Intertie - Alaska

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and found free of known viruses.

Mr. Stockton:

Please pass my comments to the proper authorities on this matter (if you are not the correct person to contact). There is a Sr. Environmental Protection Specialist, Lawrence Wolfe who should also receive these comments, but I don't know what agency he is with.

61A

I strongly oppose the Enstar route which would cut through the fragile ecosystem of the Kenai Wildlife Refuge. The activity associated with the clearing and construction of this line, the on-going maintenance and its very presence would have a very negative impact on wildlife that is already stressed in that area due to development, hunting, trapping, fishing and other "recreational" human activities. The increased access this route would allow humans would further negatively impact wildlife. The bear population would be particularly disturbed by the further fragmentation this route would cause. The EIS describes the route's potential effect on wildlife "to be long term and significant". The bear population is already plummeting in this area, and needs full protection. This alone should be enough to kill the route, especially when there are other routes available (the "Tesoro" route, among others).

61B

61C

The utility companies are going for the cheapest route, without regard to the preferences of most Alaskans, which is to protect our wildlife and wildlife habitat.

- 61A The DEIS acknowledges that the proposed project could result in increased access and conflicts with wildlife and management plans (see DEIS pg. 3-143).
- 61B Impacts to brown bears are acknowledged in the DEIS. See FEIS Section 2.2.6 (pgs. 2-18 to 2-19) for more information on Kenai Peninsula brown bears.
- 61C Comment noted. Please see DEIS Section 3.7.3, Rate Impacts from the Project (pg. 3-189).

61C
cont.

cheapest route will not bring the cheapest rates to the utility customers. Our electric company has been getting hefty rate increases with more to come for the past few years, especially this year. They are not interested in "cheap electricity" for the consumer. They are only interested in ways to cut their own costs and make their profits, salaries and perks larger.

61D

Energy conservation, efficiency, and alternative sources are but a few of the suggested alternatives to building this route that will have such a long term negative impact on our dwindling wildlife. I urge you and all the agencies involved to deny the Enstar route and research alternatives that do not impact the wildlife and their already diminishing habitat.

Thank you.

Carol Jensen
4800 East 112th Avenue
Anchorage, AK 99516

61D These other alternatives do not meet the purpose and need for the Project, as explained in DEIS Section 2.2.1, Alternatives to a Transmission Option (pg. 2-1). See also the General Response to Issue 1 (pgs. 1-3 to 1-4) and Issue 14 (pgs 1-8 to 1-9) in Chapter1 of the FEIS regarding adequacy of alternatives analysis.

-----Original Message-----
From: Frank Norris [mailto:cfnnorris@alaska.net]
Sent: Wednesday, November 14, 2001 2:23 AM
To: lwolfe@rus.usda.gov
Subject: Southern Intertie Project - Comment

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and found free of known viruses.

Dear Mr. Wolfe,

I'm writing to protest the Chugach Electric's preferred utility line between Kenai and Anchorage. This line, as you know, would go through the Kenai National Wildlife Refuge, a world-renowned refuge that was established way back in 1941 to protect moose and other nationally-significant wildlife. I am not opposed to this line per se, but it seems absolutely unnecessary to route this line through this untrammeled refuge when it would be just as logical to have the intertie follow an existing utility-development corridor -- i.e., along the Cook Inlet coastline, where a Tesoro gas line currently exists.

I urge you to reconsider the Utility's preferred route. Instead, the proposed intertie right-of-way should be either moved over to the coast or scrapped altogether.

Sincerely,

Frank Norris
Anchorage

-----Original Message-----
From: michael.funke@cexp.com [mailto:michael.funke@cexp.com]
Sent: Monday, November 19, 2001 6:16 PM
To: lwolfe@rus.usda.gov
Subject: Southern Intertie

This E-Mail and or attachments have been scanned for
and found free of known viruses.

Sr. Environmental Protection Specialist Lawrence R. Wolfe
1400 Independence Ave. SW, Stop 1571
Washington, DC 202250-157

Dear Sr. Environmental Protection Specialist Lawrence R. Wolfe,

I have been hearing about Chugach Electric's plan to run an electrical intertie to the Kenai Peninsula. I think the proposed Enstar Route is a bad idea. The impact to the Kenai NWR and the wildlife on the Kenai Peninsula I believe would be too great. I guide trips in this part of the Kenai, and this type of development would impact the wildlife and scenery that my business depends on.

Thanks for considering my comments. Please try to find an alternative to the Enstar Route.

Sincerely,

Michael Funke
8660 Barney Circle
Anchorage, Alaska 99507

62A Comment noted. See FEIS Summary Section S.10, Agency Preferences and Decisions to be Made. See also response to comment 1F – EPA letter (12/05/01).

63A Comment noted. Impacts to tourism and recreation are addressed on pg. 3-184 and 3-185 of the DEIS. See also the General Response to Issue 4 (pg. 1-5) in the FEIS.

Theodore N. Bailey
36915 Hakala Drive
Soldotna, AK 99669
907-262-5129

November 27, 2001

Lawrence R. Wolfe
Senior Environmental Protection Specialist
USDA, Rural Utilities Service
Engineering and Environmental Staff, Room 2240
1400 Independence Ave, SW, Stop 1571
Washington, DC 20250-1571

Lawrence R. Wolfe:

Enclosed are my comments on the Draft Environmental Impact Statement for the Southern Intertie Project in south central Alaska. My comments are pertinent to the Kenai Peninsula portion of the proposal and are based on my professional experience employed as a supervisory fish and wildlife biologist on the Kenai National Wildlife Refuge for the past 24 years (1977-2001) before retiring this past June. These comments therefore are my personal comments.

First, there are several sections within the DEIS that should be updated or revised to reflect new, changing or erroneous information or conditions since completion of the original draft:

64A	1) Table 3.3 - Page 3-36: As shown in the first row of information in the table, marten (misspelled "martin"), are extremely uncommon to rare in the project study area. Because marten are known to occur only in a limited portion of the refuge, they should be removed from the table lest readers of the document gain the impression that marten are common on the Kenai National Wildlife Refuge or on the northwestern portion of the Kenai Peninsula.	64A	Noted and corrected in FEIS Chapter 2, Section 2.3 (pg. 2-35).
64B	2) Table 3.3 - Page 3-36: Nomenclature for shrews. The Arctic shrew does not occur on the Kenai Peninsula. The pigmy shrew and common shrew do. Shrew names have changed recently and their correct common and scientific names should be reflected in the text and tables for accuracy and credibility.	64B	Noted and corrected in FEIS Chapter 2, Section 2.3 (pg. 2-35).
64C	3) Page 3-57, Table 3-7, <u>Small Mammals</u> : Collared pikas and Arctic ground squirrels should be removed from the sentence and table because they are not known to occur within the project study area on the Kenai Peninsula, the Kenai National Wildlife Refuge, and possibly the Kenai Peninsula.	64C	Noted and corrected in FEIS Chapter 2, Section 2.3 (pg. 2-35).
64D	4) Page 3-59, <u>Canada Lynx</u> : The lynx is no longer a candidate species but was officially declared a threatened species in the contiguous United States by the U.S. Fish and Wildlife Service on March 24, 2000.	64D	Noted and corrected in FEIS Chapter 2, Section 2.3 (pg 2-35).
64E	5) Page 3-59, <u>Canada Lynx</u> : Qualify the statement about a depressed lynx population on the KNWR to say <u>depressed in the 1980's</u> . Closure of the lynx seasons from the mid-1980's to the mid-1990's on the Kenai Peninsula presumably allowed the lynx population to recover to natural but cyclic levels by the mid-1990's.	64E	Noted and corrected in FEIS Chapter 2, Section 2.3 (pg. 2-35).
64F	6) Pages 3-61 to 3-62, <u>Brown Bears</u> : Additional and new information obtained on brown bears on the Kenai Peninsula was summarized by the IBBST in 1999 and 2000 and included in a report by a governor appointed task force of recommendations to conserve brown bears on the Kenai Peninsula. This new and additional information on brown bears should be updated and included in the DEIS text.	64F	Refer to FEIS, Section 2.2.6, Update on Kenai Peninsula Brown Bears and Wolverines (pgs. 2-18 to 2-19).
64G	7) Pages 3-65 to 3-68, <u>Birds</u> : This section should emphasize that power lines constructed along the proposed Enstar Route pose a greater threat (than the Tesoro Route) to trumpeter swans because they are the largest-bodied bird using the project area. Large bodied birds are more	64G	Noted and corrected in FEIS Chapter 2, Section 2.3 (pg. 2-35).

64G	susceptible than small birds to power line collisions. Power lines along the proposed Enstar Route are a greater threat to trumpeter swans because of the documented trumpeter swan staging areas at the lower Moose River and Watson Lake and their known migratory route that passes through the Chickaloon Flats.	64H	See response to comment 64F (above).
64H	8) Pages 3-68 to 3-70, <i>Brown Bears</i> : This section should reflect the recommendations of a governor appointed task force which are contained in a recent report outlining recommended strategies to conserve brown bears on the Kenai Peninsula		
	9) Page 3-71: Add that hunting and trapping also appear to be the main cause of mortality among <u>adult</u> lynx on the KNWR (Bailey et al. 1986) and that trapping along the edge of a cleared power line right-of-way might increase trapping mortality as lynx move along the edge.	64I	Noted and corrected in FEIS Chapter 2, Section 2.3 (pgs. 2-35 to 2-36).
64I	It is questionable that the clearing of the power line right-of-way would have any short-term or long-term benefits to snowshoe hares and therefore lynx. This is because hares are reluctant to colonize areas with little protective cover from predators - protective cover that would be absent after clearing then periodically removed to protect the power lines. In faster-tree-growing-areas of the southern boreal forest (Quebec), hares avoided clear-cut areas (=similar to power line right-of-ways) for at least 10 years (Bellefeuille et al. 2000, Potvin et al. 1999). It was also concluded that it may take 30 years for hares to increase to peak densities in that environment (Ferron et al. 1998). That observation is supported by similar observations on the Kenai Peninsula. It took over 20 years for snowshoe hares to reach substantial population levels in the extensive 1969 burn on the refuge. Habitat structure is highly important to hares and a minimum lateral cover of 70% is recommended for suitable hare habitat (Litvaitis et al. 1985) - a value unlikely to be found in a power line right-of-way. And it is likely that the power line right-of-way would be cleared at least once, if not twice or more, in 20 years thus periodically removing any protective cover for hares.	64J	See response to comment 64I (above).
64J	10) Page 3-74, <i>Canada lynx</i> : Stated benefits to snowshoe hares are probably inappropriate. See above comments.	64K	Noted and corrected in FEIS, Chapter 2, Section 2.3 (pg. 2-35).
64K	11) Page 3-89, <i>Trumpeter swan</i> : Should emphasize a potential power line along this route is likely to have more impacts on trumpeter swans than the Tesoro Route because of a known staging area (Watson Lake) and migration route (Chickaloon Flats) near the proposed power line.		
64L	12) Page 3-90 to 3-91, <i>Canada lynx</i> : This section and others on lynx habitat fails to portray the dynamics of boreal forest ecosystems. Although much of the current lynx habitat along the proposed Enstar Route is currently low quality lynx habitat, that could be changed overnight if a large wildlife was allowed to burn through the area of if prescribed burns were used in the same areas to reset forest succession. Neither of these two options is likely if a power line is constructed along Enstar Route because any and all fires would have to be extinguished to protect the power line. In other words, if a power line is built through the proposed Enstar Route area on the refuge, that action seals the fate of the forest in that region for the next 50+ years. There would be little chance for modification of the forest using fire and of the forest returning to an earlier successional stage and higher-quality habitat for hares, moose and other wildlife.	64L	The DEIS acknowledges that the proposed project would conflict with fire management plans (pg. 3-143).
64M	13) Page 3-89 to 3-92: A species not discussed in the DIES text is the wolverine. For unknown reasons, wolverines are extremely scarce in the lowlands of the northwestern Kenai Peninsula including the northwestern, lowland portion of the Kenai National Wildlife Refuge. If the Enstar Route is selected, dispersing or exploratory-moving and potentially colonizing wolverine moving west from mountainous habitat to the east would have to cross the power line right-of-way to colonize the lowlands. Many of the wolverines trapped on the northern refuge in the past have been caught along the Enstar gas pipeline access road. Increased trapping pressure (related to improved access and increased wolverine track visibility) along the power line right-of-way could further increase mortality of wolverines and thereby further reduce the survival rate of potential lowland-colonizing wolverines.	64M	Comment noted. Information on wolverines has been added to FEIS Chapter 2, Section 2.2.6, Update on Kenai Peninsula Brown Bear (pgs. 2-19 to 2-20).
64N	14) Page 3-111, First paragraph: The numbers cited for some anadromous fish returns into the Chickaloon River appear high and in error, especially for king salmon and Dolly Varden. Correct the data and cite up-to-date references.	64N	Noted and corrected in FEIS Chapter 2, Section 2.3 (pg. 2-36).

64O

- 15) Pages 3-105 to 3-112: Although one can extract the environmental implications from various portions of the text and tables, it should be emphasized to the readers that the proposed Tesoro Route crosses only 4 anadromous fish streams (in developed habitat), only one of which is known to support significant numbers of salmon (Swanson River). In contrast, the proposed Enstar Route crosses 8 anadromous fish streams (in undeveloped habitat) of which at least four (Mystery Creek, Chickaloon River, Big Indian Creek and Little Indian Creek) support significant numbers of salmon AND are the known prime feeding areas of brown bears on the northern Kenai National Wildlife Refuge and northwestern Kenai Peninsula.

64O Comment noted.

Second, it is evident from the DEIS, especially in the Cumulative Impact Analysis Section 3.12 and Tables 3-37 and 3-38, that the most environmentally damaging alternative route is the Enstar Route across the Kenai National Wildlife Refuge. This is specifically spelled out on page 3-320, which states "Significant unavoidable adverse impacts are expected for biology, land use and recreation, and visual resources on the KNWR. Biological impacts on the KNWR would be considered both regionally and nationally significant." Construction of a power line along the Tesoro Route would be less damaging to the environment and should be the final selected route for these reasons:

64P

- 1) The Tesoro Route is the least environmentally damaging route. According to Table 3-37, only five resources would be impacted (one significantly) by the Tesoro Route compared to nine (four significantly) for the Enstar Route. Selection of the Enstar Route would significantly jeopardize the purposes for which the Kenai National Wildlife Refuge was established and would therefore be incompatible with the purposes of the refuge.

64P Comment noted. See FEIS Summary Section S.10, Agency Preferences and Decisions to be Made (pg. S-26), and response to comment 1F – EPA letters (12/05/01).

64Q

- 2) Over 30 years ago (1964) and in anticipation of future development on the Kenai Peninsula, the northwestern boundary of the Kenai National Wildlife Refuge was withdrawn from the coast to allow for future utility and transportation corridors. This region is now outside the boundary of the refuge and includes the proposed Tesoro Route. The final selected route should therefore be the Tesoro Route in order to fulfil one of the intended purposes of the refuge boundary adjustment.

64Q See response to 21A – Wilderness Society form letter (12/03/01).

64R

- 3) The land along the proposed Tesoro Route has already been partially developed (borough and private land, cabins, roads, pipelines) and will continue to be developed in the future, regardless of the route selected for the Southern Intertie. It is therefore rational and prudent to confine as many future development-related activities to this area as possible instead of spreading future development into relatively pristine and undisturbed habitats critical to many species of fish and wildlife on the Kenai National Wildlife Refuge and Kenai Peninsula (the Enstar Route).

64R Comment noted. Existing and future land use along the Tesoro Route is described on pgs. 3-135 and 3-136 of the DEIS, and was considered in the assessment.

64S

- 4) It is a relatively simple exercise to calculate the monetary costs and benefits of the power line route alternatives. It is much more difficult and complex to calculate the economic and other values of current and future fisheries and wildlife resources, recreational opportunities, scenic values, etc. and to contrast those values to the costs and benefits of the power line. And despite the statement that the life of the proposed project is only 50 years, it is highly unlikely that the power line would be dismantled after 50 years. It is more realistic that the power line will remain forever and would eventually be upgraded. The cost of the project in lost resource values would therefore extend well beyond the stated 50-year period. Finally, not all values important to humans can be expressed monetarily and it is these non-monetary resource, scenic and wildland values that will become more important to Alaskans and others in the future.

64S See FEIS Chapter 2, Section 2.2.7, Environmental Cost-Benefit Analysis Summary (pgs. 2-21 to 2-32) for additional information on cost/benefit analysis.

Thank you for the opportunity to comment on this Draft Environmental Impact Statement. In addition to this e-mail, you will also receive a hard copy of this letter postmarked before December 5.

Sincerely,

Theodore N. Bailey. Ph.D.
Fish and Wildlife Biologist (Retired)

New References Cited:

- Bellefleur, S. de, L. Belanger, J. Huot and A. Cimon. 2001. Clear-cutting and regeneration in Quebec boreal balsam fir forest: effects on snowshoe hare. *Canadian Journal of Forest Research* 31 (1): 41-51
- Ferron, J., F. Potvin, and C. Dussault. 1998. Short-term effects of logging on snowshoe hares in the boreal forest. *Canadian Journal of Forest Research* 28 (9): 1335-1343.
- Litvaitis, J.A., J.A. Sherburne, and J.A. Bissonette. 1985. Influence of understory characteristics on snowshoe hare habitat use and density. *Journal of Wildlife Management* 49: 866-873.
- Potvin, F. R. Courtois and L. Belanger. 1999. Short-term response of wildlife to clear-cutting in Quebec boreal forest: multiscale effects and management implications. *Canadian Journal of Forest Research* 29 (7): 1120-1127

Subject: FW: High voltage power lines in Kenai

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and found free of known viruses.

-----Original Message-----

From: Joey Lee [mailto:8jl13@qlink.queensu.ca]
Sent: Saturday, December 01, 2001 2:39 PM
To: robin_west@fws.gov; lvolfe@rus.usda.gov
Subject: High voltage power lines in Kenai

This E-Mail and or attachments have been scanned for
and found free of known viruses.

I am writing this letter to voice my concerns about the proposal to build high-voltage power lines through the wilderness area from the Kenai Peninsula to Anchorage. The project is absolutely incompatible with the purposes of the Kenai Refuge. A high voltage power line project will impact wildlife habitat and create new access to these remote areas. Furthermore, I am astounded that this project is even being considered, given that two viable alternative utility corridors already exist, including one provided by the Kenai Refuge in 1964. The "Enstar" route would cut across valuable, unroaded lands in the Kenai National Wildlife Refuge, undermining any potential for wilderness designation in these areas.

Please stop this project.

Joey Lee

65A Comment noted. See USFWS Compatibility Determination in Appendix A of the FEIS. Also refer to DEIS Chapter 2 Section 2.2, Alternatives Studied and Eliminated from Detailed Study, and Section 2.3, Alternatives Studied in Detail.

65B The DEIS acknowledges that the Enstar Route would conflict with management plans and could prohibit future wilderness designation (pg. 3-143). See also response to 21A – Wilderness Society form letter (12/03/01).

-----Original Message-----

From: Don Hagey [mailto:d.hagey@att.net]

Sent: Friday, November 30, 2001 5:39 PM

To: Mr. Wolfe

Subject: I Support Enstar route on Kenai Refuge

This E-Mail and or attachments have been scanned for
and found free of known viruses.

November 30, 2001

Mr. Lawrence Wolfe

USDA -- Rural Utilities Service

1400 Independence Ave., SW -- Stop 1571

Washington, D.C. 20250-1571

Dear Mr. Wolfe,

I am writing in support of the proposed Enstar route for the
Southern Intertie on the Kenai National Wildlife Refuge.

66A The Kenai Refuge provided a corridor for transportation and
utility needs by significantly altering its western boundary in
1964. This corridor along with an existing powerline corridor
between Anchorage and the Kenai Peninsula provide viable and legitimate
alternatives for this project. To forego using either of these
viable routes and further encroach on the Refuge is acceptable.

66B Allowing the Southern Intertie to bisect the northern portion
of the Kenai Refuge is compatible with the purposes of the Refuge.
The Enstar route would impact wildlife habitat and create new
access to these remote areas, further degrading brown bear habitat.
Even the DEIS states that "the cumulative effects on wildlife,
vegetation, recreation, and visual resources . . . are considered
to be long term and significant." (p.S-18) This is more than acceptable.

66C The Enstar route would cut across valuable, unroaded lands in
the Kenai National Wildlife Refuge. These unroaded areas are eligible
for future wilderness designation, and this project would undermine
any potential for wilderness designation in these areas. This
refuge needs roads cut into it so disabled people like me can
access their beauty.

66D The Kenai Peninsula brown bear population is considered an isolated
population and has been declared a species of special concern
in the state of Alaska. Development elsewhere on the Kenai Peninsula
has encroached on brown bear habitat, and the Kenai Refuge provides
large tracts of unroaded lands that are critical to the long term
viability of this population. The amount of traffic that would
use the roads is negligible, let's do it!

66A See response to 21A – Wilderness Society form letter
(12/03/01).

66B Refer to the USFWS Compatibility Determination in Appendix
A of the FEIS.

66C See response to 21C – Wilderness Society form letter
(12/03/01).

66D See response to 21D – Wilderness Society form letter
(12/03/01).

Sincerely,

Don Hagey

3518 235th St E

Spanaway, WA 98387

USA

-----Original Message-----

From: Karl Frederick [mailto:kwf@mindspring.com]

Sent: Friday, November 30, 2001 6:24 PM

To: Mr. Wolfe

Subject: Oppose Enstar route on Kenai Refuge

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and found free of known viruses.

November 30, 2001

Mr. Lawrence Wolfe
USDA -- Rural Utilities Service
1400 Independence Ave., SW -- Stop 1571
Washington, D.C. 20250-1571

Dear Mr. Wolfe,

67A I am opposed to the proposed Enstar route for the Southern Intertie on the Kenai National Wildlife Refuge.

Please reconsider your path of action.

Sincerely,

Karl Frederick
9001 Bennett Valley Rd
Glen Ellen, CA 95442
USA

67A Comment noted.

-----Original Message-----
From: Ron Sutherland [mailto:rwsutherland@students.wisc.edu]
Sent: Friday, November 30, 2001 7:03 PM
To: Mr. Wolfe
Subject: Don't route powerline through NWR!

This E-Mail and or attachments have been scanned for
and found free of known viruses.

November 30, 2001

Mr. Lawrence Wolfe
USDA -- Rural Utilities Service
1400 Independence Ave., SW -- Stop 1571
Washington, D.C. 20250-1571

Dear Mr. Wolfe,

I hope to visit Alaska's National Wildlife Refuges some day,
and trust that in the meantime you will take every action possible
to keep them from being overrun with powerlines and logging roads.

68A

Specifically, I am writing in opposition to the proposed Enstar
route for the Southern Intertie on the Kenai National Wildlife
Refuge. By all accounts, there are perfectly feasible routes in
already existing corridors in the area- why must you ruin the
aesthetics and natural value of yet another park in favor of ugly
infrastructure?

68A Comment noted. See response to comment 21A – Wilderness
Society form letter (12/03/01).

68B

Have you considered the alternative of curtailing growth in
electricity use? 2000 scientists agree that global warming is
going to cause huge problems, and yet every local government always
insists on the unavoidability of growing demand for energy.

68B Comment noted.

Thanks for your wise decisions.

Sincerely,

Ron Sutherland
207 Eagle Heights Apt G
Madison, WI 53705
USA

-----Original Message-----
From: EBERSOCATS@cs.com [mailto:EBERSOCATS@cs.com]
Sent: Friday, November 30, 2001 7:05 PM
To: lwolfe@rus.usda.gov
Cc: robin_west@fws.gov
Subject: Kenai National Wildlife Reserve

This E-Mail and or attachments have been scanned for
and found free of known viruses.

69A Dear Mr. Wolfe,
Please take whatever steps are necessary to prevent any building of power
lines in the Reserve area, as this would be counter productive to the
69B purpose
of the reserve. It would also threaten the preservation of the Kenai
peninsula brown bear that has been declared of special concern by the
Alaskan government.

Thank you for your efforts in this matter.

Sincerely yours,
Deborah Ebersold

1041 N. Gardner St.
Los Angeles, CA 90046

69A Comment noted. Refer to the USFWS Compatibility
Determination in Appendix A of the FEIS.

69B Comment noted. See FEIS Chapter 2, Section 2.2.6 regarding
additional information on impacts to brown bears (pgs. 2-18 to 2-
19).

-----Original Message-----
From: Beth Brobst [mailto:ebrobst@cub.kcnet.org]
Sent: Saturday, December 01, 2001 5:53 PM
To: lwolfe@rus.usda.gov
Subject: power line alternative placement

This E-Mail and or attachments have been scanned for
and found free of known viruses.

70A I understand that there are two alternative placement options for the power
lines that are presently being planned to go across the Kenai wilderness
area. Please remember that every time an area is cut through, "edges" are
created where indigenous animals will no longer live, because other more
common plants and animals fill in.

PLEASE RECONSIDER placement of these power lines to be more considerate of
the environment.

Elizabeth S. Brobst, Lock Haven, PA.

I have great concern for all of our wilderness areas, which are constantly
being more and more fragmented. Please do the right thing for our shrinking
wilderness!

70A The Tesoro Route has been identified as the agency preferred
alternative. Refer to response to comment 1F – EPA letter
(12/05/01). See also the response to 21A - Wilderness Society
form letter (12/03/01) and Section S.10 (pg. S-26) in the FEIS.

-----Original Message-----
From: maegan williams [mailto:maeganwilliams@hotmail.com]
Sent: Saturday, December 01, 2001 3:31 PM
To: Mr. Wolfe
Subject: NO to Power Line Proposal on Kenai Refuge

This E-Mail and or attachments have been scanned for
and found free of known viruses.

December 1, 2001

Mr. Lawrence Wolfe
USDA -- Rural Utilities Service
1400 Independence Ave., SW -- Stop 1571
Washington, D.C. 20250-1571

Dear Mr. Wolfe,

Please pay special attention to the many U.S. citizens in opposition
to the power line proposal for the Southern Intertie on the Kenai
National Wildlife Refuge.

Please use your positions of power wisely.

Sincerely,

maegan williams
86A Miller Ave
Mill Valley, CA 94941
USA

71A Comment noted.

71A

-----Original Message-----

From: Stew & Mimi McMillen [mailto:grizzly@ktc.com]

Sent: Saturday, December 01, 2001 4:06 PM

To: lwolfe@rus.usda.gov

Cc: robin west@fws.gov

Subject: Bitterroot

This E-Mail and or attachments have been scanned for
and found free of known viruses.

Dear Mr. Wolfe & Ms. West,

Since two alternative corridors for utility lines exist, I question why you want to cut a 50' wide corridor through 38 plus miles of the Kenai Nat'l Wildlife Refuge (a wilderness gem), scarring the landscape and opening up access to these wild, unroaded lands.

Roads are the single greatest threat to wildlife.

PLEASE do NOT build the high voltage power lines through this sensitive area, ESPECIALLY when two alternative corridors exist.

Thanks you for hearing me out.

Mimi McMillen, 1621 Indian Creek Loop, Kerrville, Tx. 78028

72A The Tesoro Route has been identified as the agency preferred alternative. Refer to response to comment 1F – EPA letter (12/05/01) and Section S.10 (pg. S-26) in the FEIS. See also the response to 21A - Wilderness Society form letter (12/03/01).

72A

This E-Mail and or attachments have been scanned for
and found free of known viruses.

-----Original Message-----
From: Nina Wouk [mailto:nwouk@ix.netcom.com]
Sent: Sunday, December 02, 2001 12:21 AM
To: Mr. Wolfe
Subject: Oppose Enstar route on Kenai Refuge

This E-Mail and or attachments have been scanned for
and found free of known viruses.

December 1, 2001

Mr. Lawrence Wolfe
USDA -- Rural Utilities Service
1400 Independence Ave., SW -- Stop 1571
Washington, D.C. 20250-1571

Dear Mr. Wolfe,

I am writing in opposition to the proposed Enstar route for
the Southern Intertie on the Kenai National Wildlife Refuge.

The primary purpose of a wildlife refuge is protect wildlife,
not to transmit energy. The power line would be dangerous to
least one species. Therefore it has to go somewhere else. Period.

Sincerely,

Nina Wouk
1259 El Camino Real #215
Menlo Park, CA 94025
USA

73A Comment noted.

73A

-----Original Message-----

From: John J Bartolini [mailto:jebart2@juno.com]

Sent: Sunday, December 02, 2001 1:36 AM

To: lwolfe@rus.usda.gov

Cc: robin_west@fws.gov; emc@fs.fed.us

Subject: Proposed Kenai Nat'l Wildlife refuge powerline road and
Bitterroot National Forest logging sale.

This E-Mail and or attachments have been scanned for
and found free of known viruses.

74A [As one who has had the good fortune to make several visits to this area
and landed a 52 lb salmon, I am apposed to any unnecessary encroachment into
this national wildlife refuge. I want to be assured that my grand
children will be able to enjoy
the area as much as we have.

74A Comment noted.

I would now like to address the proposed logging sale in the Bitterroot
National Forest - surely the public should be
allowed to voice their opinions and be heard in this most important
undertaking.

Thank You, John Bartolini - 1830 Sunningdale #20L, Seal Beach, Ca.
90740 - jebart2@juno.com

-----Original Message-----
From: Ted Kennel [mailto:tedkennel@yahoo.com]
Sent: Sunday, December 02, 2001 1:23 PM
To: Mr. Wolfe
Subject: No Power Lines through Kenai Refuge

This E-Mail and or attachments have been scanned for
and found free of known viruses.

December 2, 2001

Mr. Lawrence Wolfe
USDA -- Rural Utilities Service
1400 Independence Ave., SW -- Stop 1571
Washington, D.C. 20250-1571

Dear Mr. Wolfe,

I have just heard of the proposal to build a power line through
the Kenai National Wildlife Refuge over the Enstar route, and
I find it to be a truly revolting idea.

Building a power line through the Refuge completely subverts
the purpose for which it was created. The Refuge is there to
provide habitat for animals such as moose and brown bears who
need large areas of contiguous wild lands in which to survive.
Building the Enstar route right through currently roadless areas
will fragment the wilderness and bring wildlife into more frequent
and detrimental contact with civilization.

In addition, two alternate routes for the power line already
exist. One of which was created in 1964 when the Refuge ceded
a significant portion of its western border to the state of Alaska.
How many more times must the Refuge be violated for this purpose?

Please reject the destructive Enstar route through this invaluable
portion of our nation's natural heritage. Please take the mission
of protecting our nation's wildlife and their habitats seriously.

Sincerely,

Ted Kennel
395 Richmond Dr., Apt#12
Millbrae, CA 94030
USA

75A Comments noted.

75B The Tesoro Route has been identified as the agency preferred
alternative. Refer to response to comment 1F – EPA letter
(12/05/01) and Section S.10 (pg. S-26) in the FEIS. See also the
response to 21A - Wilderness Society form letter (12/03/01).

-----Original Message-----

From: LeAnne Chism [mailto:leanechism@msn.com]

Sent: Sunday, December 02, 2001 4:29 PM

To: Mr. Wolfe

Subject: The Enstar Suggestion is unwarranted disruption with significant, long-term degradation.

This E-Mail and or attachments have been scanned for
and found free of known viruses.

December 2, 2001

Mr. Lawrence Wolfe
USDA -- Rural Utilities Service
1400 Independence Ave., SW -- Stop 1571
Washington, D.C. 20250-1571

Dear Mr. Wolfe,

There must be limits, there are already acceptable alternatives
to bisecting this Kenai Refuge.

A corridor for powerlines already exist. What is Enstar's
purpose in degrading the brown bear habitat? What good reason
exists when a route has already been negotiated in 1964? Will
continue to ignore impact statements ? When does science and research
to protect the environmental sensitive land deserve consideration?
When there is no opposition to prevent it? Is that the basis for
action? There needs to be some very clear boundary setting if
the few remaining wilderness areas are to be protected. Later
is wonderful but now is present tense. If this was a hundred and
fifty years ago, there might be some legitimate argument. However,
when accomadations have already been made and more and more is
being asked for IN SPITE OF NEGATIVE IMPACT STATEMENTS, it is
very clear who has lost the straight line in their heads. Beaucrats
who will be long dead after the damage is done. But the bears
and vegetation and beauty will not vie for the silent camera
but will become another "sad commentary" of what could have been
(another myth of the days of yore) if men of integrity could
see farther than their own retirement plans. When do you say no?
The pressure will never cease to take short cuts, ignore solid
research and give in to corporate pressure.
If inch by inch is a cinch, why not set the whole damn Refuge
out on the auction block and get it over standing up?

Sincerely,

LeAnne Chism
3227 Bonnie Lane
Stockton, CA 95204
USA

76A Comments noted.

76A

-----Original Message-----

From: Eldon Hiebert [mailto:eah12345@aol.com]

Sent: Sunday, December 02, 2001 11:23 AM

To: Mr. Wolfe

Subject: Oppose Enstar route on Kenai Refuge

This E-Mail and or attachments have been scanned for
and found free of known viruses.

December 2, 2001

Mr. Lawrence Wolfe
USDA -- Rural Utilities Service
1400 Independence Ave., SW -- Stop 1571
Washington, D.C. 20250-1571

Dear Mr. Wolfe,

We should be doing everything we can to preserve what remains
of natural America. There is too little left to consider economic
gain as a reason for disturbing our last natural places.

Sincerely,

Eldon Hiebert
241 List Avenue
Pasadena, MD 21122
USA

77

77

Comment noted.

-----Original Message-----
From: David Marlin [mailto:davidmarlin@mediaone.net]
Sent: Sunday, December 02, 2001 6:32 PM
To: Mr. Wolfe
Subject: Please Prevent the Enstar route on Kenai Refuge

This E-Mail and or attachments have been scanned for
and found free of known viruses.

December 2, 2001

Mr. Lawrence Wolfe
USDA -- Rural Utilities Service
1400 Independence Ave., SW -- Stop 1571
Washington, D.C. 20250-1571

Dear Mr. Wolfe,

I am writing to ask you to oppose the proposed Enstar route
for the Southern Intertie on the Kenai National Wildlife Refuge.

I have visited the refuge, and I believe it is one of the most
precious places on earth. It is one of the few areas of it's
size which allows such a diverse and fascinating group of wildlife
to exist in their natural habitat. There are so few places like
that left on earth.

Human expansion has resulted in the extinction of a number of
animals, and certainly a number of open spaces as wonderful as
Kenai. Please, for the state of Alaska, for Americans, and for
the world, respect it as the precious place it is. Let it be.

(And besides, there are two viable alternatives - including
the corridor cut from Kenai in 1964).

Sincerely,

David Marlin
89 Amherst Rd.
South Hadley, MA 01075
USA

78A Comment noted.

78B The Tesoro Route has been identified as the agency preferred
alternative. Refer to response to comment 1F – EPA letter
(12/05/01). See also the response to 21A - Wilderness Society
form letter (12/03/01) and Section S.10 (pg. 2-26) in the FEIS.

78A

78B

-----Original Message-----

From: Robert Dolan [mailto:rdolan@cast.org]

Sent: Monday, December 03, 2001 7:33 AM

To: Mr. Wolfe

Subject: Protect Kenai penninsula from Enstar encroachment

This E-Mail and or attachments have been scanned for
and found free of known viruses.

December 3, 2001

Mr. Lawrence Wolfe

USDA -- Rural Utilities Service

1400 Independence Ave., SW -- Stop 1571

Washington, D.C. 20250-1571

Dear Mr. Wolfe,

I oppose the Enstar route for the Southern Intertie being considered for the Kenai National Wildlife Refuge. There are alternative solutions that will allow us to avoid the negative impact these lines would have on the wilderness of the penninsula, impact that surely will be a catalyst for further encroachment over the years to come.

Sincerely,

Robert Dolan

89 Green St.

Marblehead, MA 01945

USA

79A The Tesoro Route has been identified as the agency preferred alternative. Refer to response to comment 1F – EPA (12/05/01). See also the response to 21A - Wilderness Society form letter (12/03/01).

79A

This E-Mail and or attachments have been scanned for
and found free of known viruses.

-----Original Message-----
From: Karen Gray [mailto:kgray@colorado.cirrus.com]
Sent: Monday, December 03, 2001 1:02 PM
To: Mr. Wolfe
Subject: Reconsider alternatives to the Enstar route on Kenai Refuge

This E-Mail and or attachments have been scanned for
and found free of known viruses.

December 3, 2001

Mr. Lawrence Wolfe
USDA -- Rural Utilities Service
1400 Independence Ave., SW -- Stop 1571
Washington, D.C. 20250-1571

Dear Mr. Wolfe,

I am writing in opposition to the proposed Enstar route for the Southern Intertie on the Kenai National Wildlife Refuge. Please reconsider alternatives to the Enstar route which would less drastically impact the landscape and the wildlife unique to this dramatic refuge.

The Kenai Refuge provided a corridor for transportation and utility needs by significantly altering its western boundary in 1964. This corridor along with an existing powerline corridor between Anchorage and the Kenai Peninsula provide viable and legitimate alternatives for this project. To forego using either of these viable routes and further encroach on the Refuge is unacceptable.

Again, please give serious consideration to viable alternatives to the Enstar route. Thank you.

Sincerely,

Karen Gray
4187 Spy Glass Lane
Longmont, CO 80503
USA

80A Comment noted. See response to 21A – Wilderness Society form letter (12/03/01).

80A

-----Original Message-----
From: Karen.Case@blueshieldca.com [mailto:Karen.Case@blueshieldca.com]
Sent: Monday, December 03, 2001 7:02 PM
To: lwolfe@rus.usda.gov
Subject: power lines in Alaska

This E-Mail and or attachments have been scanned for
and found free of known viruses.

To Whom This May Concern:
Please do not allow the building of highvoltage power lines through
wilderness from the Kenai Peninsula to Anchorage. The Refuge is known for
its world class salmon fishing, brown bear, moose and lynx habitat, and
outstanding wilderness recreation opportunities. There is so little land
left and there are other routes which can be used.
Thank you
Karen Case

81A Comment noted.

-----Original Message-----
From: adnor@mail.cybermesa.com [mailto:adnor@mail.cybermesa.com]
Sent: Monday, December 03, 2001 10:06 PM
To: lwolfe@rus.usda.gov
Subject: (No subject)

This E-Mail and or attachments have been scanned for
and found free of known viruses.

I am apposed to the power line . I appreciate your regard to public
oppion

Ronda Kay
Santa Fe New Mexico

82 Comment noted.

-----Original Message-----

From: angie sanchez [mailto:angies1@attbi.com]

Sent: Monday, December 03, 2001 10:29 PM

To: lwolfe@rus.usda.gov

Cc: robin_west@fws.gov

Subject:

This E-Mail and or attachments have been scanned for
and found free of known viruses.

83A Please help Alaska be one of the very few places on earth where nature stays. Look at Alaska as a future "Cash cow".

83A Comment noted.

-----Original Message-----

From: mike link [mailto:link@audubon-center.org]

Sent: Monday, December 03, 2001 10:45 PM

To: lwolfe@rus.usda.gov

Subject: Arctic Utility corridor

This E-Mail and or attachments have been scanned for
and found free of known viruses.

84A Please reconsider the decision to put a powerline in the Kenai refuge. This is much more than an issue of aesthetics. There are volumes of published works about the death of birds in relation to powerlines and towers. To put them in the same place that is intended to welcome wildlife is a terrible descision.

84A The Tesoro Route has been identified as the agency preferred alternative (see response to comment 1F - EPA letter (12/05/01)). Also refer to comment 9A – Alaska DGC (12/05/01), and Chapter 2, Section 2.2.8 (pgs. 2-32 to 2-34) of the FEIS regarding potential for bird strikes.

-----Original Message-----

From: Richard D Strong [mailto:voiceofthesoil@juno.com]

Sent: Sunday, December 02, 2001 10:40 PM

To: lwolfe@rus.usda.gov; robin_west@fws.gov

Cc: voiceofthesoil@juno.com

Subject: Objection to Kenai power line.

This E-Mail and or attachments have been scanned for
and found free of known viruses.

85A Dear Lawrence Wolfe and Robin West, A 38 mile power line through an unroaded wilderness area makes no sense when there are alternaive routes available. In essence, to open up an area such as this is irreversible. I urge you to reconsider this proposed route. Sincerely, Richard Strong, 8 La Madronal, Orinda, CA 94563.

85A The Tesoro Route has been identified as the agency preferred alternative. Refer to response to comment 1F – EPA letter (12/05/01), and General Response to Issue 14 (pgs. 1-8 to 1-9) in Chapter 1 of the FEIS.

-----Original Message-----

From: Vincent J. Lucid, Ph.D. [mailto:vlucid@twcny.rr.com]
Sent: Tuesday, December 04, 2001 9:01 AM
To: Mr. Wolfe
Subject: Kenai Enstar Route -- professional opinion

This E-Mail and or attachments have been scanned for
and found free of known viruses.

December 4, 2001

Mr. Lawrence Wolfe
USDA -- Rural Utilities Service
1400 Independence Ave., SW -- Stop 1571
Washington, D.C. 20250-1571

Dear Mr. Wolfe,

I have a Ph.D. in Wildlife Biology and 25 years as an environmental consultant. I was the environmental studies director for a \$4 million study in south-central Alaska. So I speak with some authority.

I oppose to the proposed Enstar route for the Southern Intertie on the Kenai National Wildlife Refuge. Please reject it.

Sincerely,

Vincent J. Lucid, Ph.D.
388 County Route 10
Pennellville, NY 13132
USA

86A

86A The Tesoro Route has been identified as the agency preferred alternative. Refer to response to comment 1F – EPA letter (12/05/01).

-----Original Message-----

From: chris renee [mailto:chris_renee@hotmail.com]

Sent: Tuesday, December 04, 2001 3:50 PM

To: lwolfe@rus.usda.gov

Subject: Kenai National Wildlife Refuge

This E-Mail and or attachments have been scanned for
and found free of known viruses.

87A

I am opposed to the building of high voltage power lines through the Kenai Refuge. Not only
are there 2 other viable utility corridors already in existence making this project superfluous and a waste
but I see no reason to cause substantial impacts on the wildlife affected by the proposed project
particularly the genetically isolated population of

87B

Kenai Peninsula brown bears. In addition this development will cause greater access
to the refuge and render it unable to be designated as a wilderness area. How much development do we
need? Can't we leave something for the animals and the natural world

we SHARE THE PLANET with--
Chris Renee, Santa Cruz, Ca

87A The Tesoro Route has been identified as the agency preferred alternative. Refer to response to comment 1F – EPA (12/05/01) and 21A – Wilderness Society form letter (12/03/01).

87B Refer to Section 2.2.6, Update on Kenai Peninsula Brown Bears and Wolverines (pgs. 2-18 to 2-19) of the FEIS. The DEIS acknowledges that the Enstar Route would conflict with management plans and could prohibit future wilderness designation (pg. 3-143). Refer also to the USFWS Compatibility Determination in Appendix A of the FEIS.

-----Original Message-----

From: dheeney@shopamericamarketinggroup.com
[mailto:dheeney@shopamericamarketinggroup.com]
Sent: Wednesday, December 05, 2001 12:20 PM
To: lwolfe@rus.usda.gov
Cc: robin_west@fws.gov
Subject: Kenai Refuge power line

This E-Mail and or attachments have been scanned for
and found free of known viruses.

NO TO POWER LINE THREAT OF KENAI REFUGE

>Alaska's Kenai National Wildlife Refuge is threatened by a proposal to
>build high-voltage power lines through defacto wilderness from the
>Kenai Peninsula to Anchorage. Please consider my comments on a Draft
>Environmental Impact Statement and protect this outstanding refuge use
already existing lines.

Thank you!

Truly,

Donna Heeney

532 Hinman Ave. Apt G

Evanston, IL 60202

Comments to both the US Fish & Wildlife Service and the US

>Forest Service by December 5th:

><http://www.wilderness.org/takeaction/?step=2&item=880> >

>

>Received: from BOB ([64.242.124.66]) by ccmail.itd.nps.gov with SMTP

> (IMA Internet Exchange 3.13) id 00F53202; Fri, 30 Nov 2001 17:45:55 -0500

>Message-ID: <1023040.1007160432796.JavaMail.IWAM_D1NL8B01@BOB>

>Date: Fri, 30 Nov 2001 14:47:12 -0800 (PST)

>From: WildAlert <wilderness-alert@alert.wilderness.org>

>To: judith_johnson@nps.gov

>Subject: ACTION: Bitterroot salvage sale; Kenai Refuge power line

>Mime-Version: 1.0

>Content-Type: text/plain

>Content-Transfer-Encoding: 7bit

>

88A

88A Comment noted.

December 3, 2001
37 Ternan Avenue
East Greenbush, NY 12061

Mr. Lawrence R. Wolfe
Sr. Environmental Protection Specialist
USDA, Rural Utilities Service
Engineering and Environmental Staff, Room 2240
1400 Independence Ave. SW, Stop 1571
Washington, DC 20250-1571

RE: Proposed Southern Intertie

Dear Mr. Wolfe,

89A Thank you for allowing me to comment on this plan. I am writing to express my opposition to the proposed route. The preferred route by the utility company goes through the heart of the Kenai National Wildlife Refuge (KNWR), despite the fact that the USFWS provided a transportation and utility corridor to meet these needs in 1964 along the Cook Inlet coastline (where a Tesoro gasoline presently runs). According to ANILCA (Title XI), the preferred route for the project must be found "compatible with the purposes for which the Unit [KNWR] was established." Increased human access poses a serious threat to Kenai Peninsula brown bear populations. Chugach Electric's preferred route would cross Game Unit 15 and not permit prescribed burning.

89B The Kenai National Wildlife Refuge belongs to all Americans. It should be kept as wild and undeveloped as possible. It is the wilderness character of Alaska's public lands which makes Alaska unique. That's what makes me a frequent visitor to Alaska. Alaska's development need not take the same course as was taken in the "lower 48."

89C Please utilize the Cook Inlet coastline route instead of the proposed route.

Thank you for your time and attention.

Sincerely



David Pisaneschi

Cc: Senator Clinton
Senator Schumer
Congressman McNulty

89A See response to 21A – Wilderness Society form letter (12/03/01).

89B See response to comment 87B – Individuals.

89C The Tesoro Route has been identified as the agency preferred alternative. Refer to response to comment 1F – EPA letter (12/05/01).

-----Original Message-----

From: Hylocichla@aol.com [mailto:Hylocichla@aol.com]
Sent: Wednesday, December 05, 2001 1:58 PM
To: lwolfe@rus.usda.gov
Subject: Intertie Alaska

This E-Mail and or attachments have been scanned for
and found free of known viruses.

December 5th, 2001

Lawrence Wolfe
USDA
Washington D.C.

Mr. Wolfe,

90A Having followed the Southern Intertie project, with a background in
Kenai Peninsula history and ecology, I would recommend against building out
the Mystery Creek Route. I believe the wilderness values of the Chickaloon
area, and the lands between the Dave Spencer Wilderness and the Resurrection
Pass have an increasingly high value as backcountry wildland, which would be
compromised by building this route.

90B I realize the complications of a Possession crossing, but believe
that if the line is to be built, it should go out the stairstepped Refuge
withdrawal along the coast.

A deep bow to all of you in D.C. with this winters turmoil.

thank you

David Rhode
Box 796
Cooper landing, Alaska 99572

90A Comment noted.

90B The Tesoro Route has been identified as the agency preferred
alternative. Refer to response to comment 1F – EPA letter
(12/05/01).

-----Original Message-----

From: CARL HOLMGREN [mailto:CARL.HOLMGREN@worldnet.att.net]

Sent: Wednesday, December 05, 2001 1:03 PM

To: Lawrence R. Wolfe, USDA Rural Util. Serv.

Subject: Kenai Refuge power lines

This E-Mail and or attachments have been scanned for
and found free of known viruses.

Dear Sir,

I find it unconscionable that a proposal to further degrade wilderness status of the Kenai National Wildlife Refuge is being considered, when two alternative corridors already exist. Clear-cutting a new 38 mile swath, 50 feet wide through virgin forest just for convenience is sheer madness, resulting in a negative impact upon wildlife habitat.

Blessings, Carl

91A

91A The Tesoro Route has been identified as the agency preferred alternative. Refer to response to comment 1F – EPA letter (12/05/01) and 21A – Wilderness Society form letter (12/03/01).

December 4, 2001

Lawrence R. Wolfe
Senior Environmental Protection Specialist
USDA, Rural Utilities Service
Engineering and Environmental Staff, Room 2240
1400 Independence Ave. SW. Stop 1571
Washington, DC 20250-1171

RE: Southern Intertie Project DEIS

Dear Mr. Wolfe,

92A

The best solution at this time for the Southern Intertie Project is the NO-ACTION ALTERNATIVE. This project was ill conceived from the start and its necessity is based on flawed reasoning and weak proof. The Draft EIS process should be stopped at this point and further proof of necessity should be provided.

92B


If in fact this project could be found necessary, only the TESORO ROUTE ALTERNATIVE should be considered VIABLE. This route corridor was removed from what is now the Kenai National Wildlife Refuge and set aside as a utility corridor between Anchorage and the Kenai Peninsula.

This corridor should be used for the purpose it was set aside for and further environmental damage to the Kenai National Wildlife Refuge should not be considered under any circumstance. The Draft EIS clearly shows that the short and long term environmental impacts from the Enstar Route are far greater than that of the Tesoro Route. The cost and expediency of the Enstar Route do not and should not override the damage that would be caused to the fish, wildlife and habitat of the Refuge.

92C

Because of all the significant impacts found, the ENSTAR ROUTE ALTERNATIVE should be REMOVED from FURTHER CONSIDERATION and found NOT COMPATIBLE with the mission and purpose of the Kenai National Wildlife Refuge. The Enstar Route as proposed by the applicant would have a significant detrimental impact on brown bears, a specie of special concern and possibly our national symbol, bald eagles. Upland and other habitat would be permanently destroyed with a significant impact on moose and other large mammals, bears and predators, waterfowl and other birds, and the recreational opportunity of all Americans. These significant impacts are not compatible with the stated purpose of the Kenai National Wildlife Refuge "to conserve wildlife populations and habitats in their natural diversity".

Sincerely,


Bill Stockwell
P.O. Box 721
Cooper Landing, AK 99572-0721

92A See General Response to Issue 1 in Chapter 1 (pgs. 1-3 to 1-4) of the FEIS regarding purpose and need for the Project.

92B The Tesoro Route has been identified as the agency preferred alternative. Refer to response to comment 1F – EPA (12/05/01). See also the response to 21A - Wilderness Society form letter (12/03/01).

92C Refer to the USFWS Compatibility Determination in Appendix A of the FEIS.

Lawrence R. Wolfe
USDA, Rural Utilities Service
Engineering & Environmental Staff
1400 Independence Ave. SW
Room 2240, Mail Stop 1571
Washington, D.C. 20250-1571
Fax (202) 720-0820
E-mail: lwolfe@rus.usda.gov

Gentlemen,

Here are my written comments on the Draft Environmental Impact Statement for the Southern Intertie Project and the public meeting in Soldotna, Alaska where I testified on November 14, 2001.

I'd like to thank you for allowing me the opportunity to comment on this plan. I understand that mail is not being delivered to your office because of the anthrax scare. My response will be faxed to your office in order to meet the December 5, 2001 deadline for comments. My comments will be candid. I hope my response doesn't ruffle too many feathers in the U.S. Fish and Wildlife Service (FWS).

What are my qualifications to comment on this plan. From 1984 to early 1987 I was the fishery project leader for the Kenai Fishery Resources Office of the FWS. During that period our primary responsibility was to provide fishery assistance to the Kenai National Wildlife Refuge (NWR).

A substantial portion of this preferred intertie route passes through the watershed of the Chickaloon River. During the summers of 1984 and 1985 my staff and I conducted the first and only overall fishery investigation of the Chickaloon River basin. In 1984 this watershed provided spawning habitat to over 115,000 salmon of four different species. Not only did we discover a significant fishery resource we also discovered the presence of a substantial brown bear population. That summer we encountered an average of one brown bear a day during our field study. The U.S. Forest Service had a brown bear study team working on the adjacent Chugach National Forest that year. We were seeing more brown bears than the Brown Bear Study Team.

In 1984 there were over 450,000 pounds of potential bear food in the form of salmon in the Chickaloon River and its tributaries. Because of this food source the Chickaloon River basin provides the best brown bear habitat on the Kenai Peninsula north of the Sterling Highway.

Efforts to radio tag brown bears along the Chickaloon River have been hampered by dense riparian vegetation making it difficult to spot bears from the air. If a bear is spotted and darted, there are few places to land to attach a radio collar. For these reasons these bears are not as well represented as they should be in studies by the Interagency Brown Bear Study Team.

Both the Big and the Little Indian Creeks support salmon runs. Neither stream has been

investigated so the extent of those runs remains unknown. Bear signs are common along both streams in the summer suggesting a substantial amount of salmon and bear use. The FWS has known that this intertie proposal was coming down the turnpike for at least five years. Here we are, five years later and the FWS knows little about these anadromous streams on the Kenai National Wildlife Refuge (Kenai NWR) that could be impacted by this intertie.

93A

In 1986 fishery biologist Dave Faurot wrote a 70 page report on our Chickaloon River fishery investigation. This report has not been quoted and is not listed as a reference in this EIS.

93B

Every one of the salmon numbers for the Chickaloon River on pages 3-109 and 3-110 of this EIS is incorrect. Where did the number of Dolly Varden reported on page 3-110 come from? Was this number taken from a study or is this a figment of some fishery biologists imagination? It's apparent to me that the Anchorage Regional Office of the FWS did not request a review of this draft EIS by their own Kenai Fishery Resources Office. Two years ago the FWS had this same problem with the draft EIS on the Wolf Lake Natural Gas Field. I was the only fishery biologist to give that EIS a critical review. There were notable data gaps in the fishery information base. Frankly I had a field day with that EIS. My free analysis of that EIS was not appreciated and my suggestions for additional studies, with one exception, totally ignored. The FWS still doesn't know any more today about the watershed most likely to be impacted by a hazardous materials spill from that gas field than they did two years ago.

93C

The 100,000 chinook salmon this EIS has returning to the Chickaloon River is so far off the mark as to be ridiculous. That's more chinook salmon than return to the world famous Kenai River. Two years ago I did the Services fisheries work for them. This time they will have to do the work themselves. The FWS will have to find Dave Faurot's Chickaloon River report, read it, and make the needed corrections to this EIS.

93D

Another point I'd like to make is that the Kenai NWR is being nickled and dimed to death by projects such as the proposed Enstar route for this electric intertie. On this national wildlife refuge habitat has been lost to hydroelectric projects, residential development, highways, gravel pits, natural gas fields, oil fields, oil and gas pipelines and native land selections. There have been oil spills, produced water spills, a 40,000 gallon zylene spill and there is PCB contamination. There are unmarked barrels buried on the Swanson River Oil Field. No one knows what they contain. There are above normal numbers of deformed frogs in parts of the refuge. The cause of these deformities is under investigation. To some of us who follow refuge developments it appears that it should be renamed the Kenai National Sacrifice Area.

93E

In 1985 a Comprehensive Conservation Plan and Environmental Impact Statement was prepared for the Kenai NWR. This plan had a substantial amount of public and interagency review. Permitted activities on the refuge were identified for five different categories of land. These land categories varied from paved parking lots to wilderness status. Wilderness, of course, received the most protection. There were two other land use categories called minimal management and traditional management where the plan stated, on page 92, that public utilities would not be permitted. The preferred alternative route in this EIS crosses land that has been classified as minimal management where this type of development is incompatible with refuge purposes.

93A

The subject report for the Chickaloon River fishery investigation did not receive peer review and was not published. See Chapter 2 – Section 2.3 (beginning on pg. 2-34) for corrected information on the Chickaloon River fishery.

93B

Noted and corrected in FEIS Chapter 2, Section 2.3 (beginning on pg. 2-34).

93C

Noted and corrected in FEIS Chapter 2, Section 2.3 (beginning on pg. 2-34).

93D

Comment noted.

93E

Comment noted. See DEIS Chapter 3, pg. 3-143 regarding compatibility with management plans. Refer also to the USFWS Compatibility Determination in Appendix A of the FEIS.

This 1985 management plan has not been replaced. It therefore seems reasonable to expect that it is still a valid and meaningful plan to govern responsible management of these public trust lands. I would like to pose a question to the Regional Director. If there exists an EIS for the entire refuge that states that an activity will not be permitted will it be overturned by this EIS that is only applicable to a slice of this refuge?

I was dismayed to read in this plan that a favorable compatibility determination by the FWS cannot be subject to review. On the other hand if the Refuge Manager and the Regional Director disapprove of the preferred utility route across the refuge that decision is subject to review and can be overturned by the President. If this statement is correct, it appears that development projects get a running start over protection of refuge habitats. If the FWS disapproves of the Enstar route for this intertie the anti environmentalists at the Interior Department or the White House will no doubt allow it to proceed. This is a classic lose-lose situation for the Refuge Manager and the Regional Director. If the Regional Director disapproves he will no doubt be promptly reassigned to a staff position in the Washington Office of the FWS and the project will go forward anyway.

93F

After the Enstar Natural Gas Pipeline was laid down in the early 1960's, Kenai NWR gave up a utility corridor along the coast. This was to allow for the future development of additional utilities between Anchorage and the Kenai Peninsula. The Tesoro pipeline follows this route. This electric intertie should also follow that route. The utilities have over \$46 million dollars of the public's money to build this intertie. Purely business decisions should not be the only consideration. On a national wildlife refuge what is good for wildlife should come first, not last.

93G

According to this plan the existing intertie can only carry 70 MV. At peak power Bradley Lake can produce more power than the existing line can carry. It was brought to my attention at the Soldotna meeting that because of insufficient water storage capacity, Bradley Lake normally operates at about 30 MV. If this is the case the existing intertie can carry the normal power production from Bradley Lake to Chugach Electric Association's facilities in Anchorage. The existing intertie has worked well for many years. I question the need for another intertie, especially one that will negatively affect bears, birds and fish on the Kenai NWR as described in this EIS.

93H

Chugach Electric Association operates a hydro facility at Cooper and Kenai Lakes. This facility is being investigated as the source of PCB's in lake trout in Kenai Lake. The utilities handling of PCB's prior to 1987 left a great deal to be desired. Is this the utility company we want to be directing the construction and operation of a power line across the refuge with \$46 million of the public's money?

93I

At each end of the submerged portion of an underwater cable there will be a transition facility. This facility is needed to maintain pressure on liquid in the cable. Reportedly these facilities will be remotely operated. No doubt maintenance will be required periodically. Access over the dirt tract along the Enstar pipeline, if this route is selected, will be difficult most of the year. The only efficient way to reach a transition facility near Chickaloon Bay will be by helicopter. We then can add helicopter landings to the long list of nickle and diming activities on the Kenai

93F

See response to 21A – Wilderness Society form letter (12/03/01). See also response to comment 1F – EPA (12/05/01) regarding the agency preferred alternative (Tesoro Route).

93G

See DEIS Section 1.2.1, How the Existing System is Operated (DEIS page 1-8), and Section 1.3.3, Economic Generation (DEIS page 1-23), for an explanation of how increased utilization of the Bradley Lake generation would be possible with the Project in service and the benefits that would accrue. The Project would allow increased coordination of the hydroelectric generation at Bradley Lake with the thermal generation in the Anchorage and north areas, which would result in lowering the overall cost of producing electricity.

The average output of the Bradley Lake Project is 45 to 50 MW year around. The peak output is currently 108MW and the design of the power plant is such that an additional 50MW of generation could be added in the future. As described in the DEIS, utilization of the existing generation plants in the most efficient and cost effective manner would at times require transferring the peak output power of the Bradley Lake Project north to the Anchorage area, in lieu of operating more expensive thermal units. To accomplish this, additional transmission capacity is needed between the Kenai Peninsula and Anchorage.

93H

Comment noted.

93I

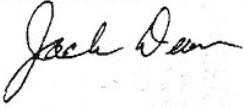
Helicopter maintenance is suggested to mitigate impacts associated with overland access. See DEIS Section 2.5.3 Construction Access (pg. 2-52). See also the Mitigation Plan in FEIS Volume II.

NWR.

I've been involved in this project in one capacity or another since we had the first public meeting several years ago. When this project seemed to be creeping along it was suggested that Dora Gropp, Project Intertie Leader, was slowing this project down waiting for the 2000 election which she hoped would put a Republican in the White House. From the first meeting it was apparent that Ms. Gropp was an extremely capable and competent manager. I have to take my hat off to her. By waiting until this year she has put the FWS in a no win situation. If the Regional Director disapproves of the preferred option he will be overruled. If the Regional Director approves the preferred option he will probably lose what little clout he has left with groups working for responsible management of Alaska's National Wildlife Refuges. If this is how our system works today I wonder why we're bothering with this cumbersome EIS system. Let's just write the developers a blank check and tell them to do whatever they please, with our money, on Alaska's National Wildlife Refuges. That's essentially what's being done in this case.

In case I haven't stated my concerns clearly enough, I am adamantly opposed to the preferred Enstar route for this proposed intertie. I hope the critters and their habitats come first in this and in any future decision on the Kenai NWR.

Jack Dean
Retired fishery biologist
P.O. Box 428
Sterling, Alaska 99672
(907) 262- 9769
songbird@alaska.net
November 17, 2001



93J Comments noted.

93J

Wolfe, Larry -RUS

From: Thane Harpole [thane75@nwfnetwork.com]

Sent: Wednesday, December 05, 2001 11:59 PM

To: lwolfe@rus.usda.gov; robin_west@fws.gov

Subject: Proposed Enstar powerline corridor

This E-Mail and or attachments have been scanned for
and found free of known viruses.

The Kenai National Wildlife Refuge needs and deserves our protection. Cutting a new powerline corridor through this pristine wilderness is not consistent with the responsibilities of the Fish & Wildlife Service or the Forest Service. The corridor set up in 1964 to handle this type of development is the clear alternative to the Enstar proposal, and should be the only choice. Protect the Kenai NWR, don't destroy it.

Sincerely,

Thane Harpole
P.O. Box 1401
White Marsh VA 23183

94A Comment noted. Refer to the USFWS Compatibility Determination in Appendix A of the FEIS.

94A

John Wahl
POB 2132
Flagstaff, AZ
86003

12/2

Lawrence R. Wolfe
USDA Rural Utilities Ser.
Washington, DC

Dear Mr. Wolfe,

I'm writing to urge you to withdraw the present powerline plan, which would bisect roadless areas in the Kenai Natl. Wildlife Refuge. I understand that two alternative routes exist, one of which has previously resulted in boundary adjustments that would facilitate its use. Whatever additional expense or construction time might be involved in using one of these other two routes would be well worth it, in order to keep roadless areas intact & protect, among other species, the brown bear. A powerline corridor would open up access which could have devastating effects.

I haven't been to the Kenai Peninsula, & doubt I'll ever get there. But I've visited other remote wildlife refuges, & seen some of the damage that access can cause. Don't ~~forget~~ ^{forget} that upon the Kenai NWR. Yours,

95A Comment noted.

95B Comment noted. The Tesoro Route has been identified as the agency preferred alternative. Refer to response to comment 1F – EPA letter (12/05/01) and 21A – Wilderness Society form letter (12/03/01).

95C Impacts to brown bears are acknowledged in the DEIS. See also FEIS Section 2.2.6, Update on Kenai Peninsula Brown Bear (pgs. 2-18 to 2-19) and the USFWS Compatibility Determination in Appendix A of the FEIS.

-----Original Message-----
From: Golden [mailto:Golden@Quixnet.net]
Sent: Friday, December 21, 2001 3:55 AM
To: lwolfe@rus.usda.gov
Subject: Alaska Intertie Project

This E-Mail and or attachments have been scanned for
and found free of known viruses.

Ladies and Gentlemen,
Please note my strong support of the southern Intertie Project,
involving the construction of a high voltage transmission line between
Kenai and Anchorage. Mitigation of visual impacts should be included at
reasonable costs.
Daniel J. Golden

96A

96A Comment noted. Mitigation of visual impacts is discussed in the
DEIS beginning on pg. 3-238. Additional information on
mitigation is provided in the Mitigation Plan in Volume II of the
FEIS.

Comment Sheet for the Southern Intertie Project
Draft Environmental Impact Statement

Name: Michael P. McKeown
Representing: Self, Family + Friends
Address: 1320 VALARIAN Street
ANCHORAGE, ALASKA 99508
Phone #: 907-277-9174
Fax #: _____
E-mail: bluebil7@hotmail.com

Submit to the an agency
representative at this public hearing
or mail by December 5, 2001
to:

Lawrence R. Wolfe
USDA, Rural Utilities Service
Engineering & Environmental Staff
1400 Independence Ave. SW
Room 2240, Mail Stop 1571
Washington, D.C. 20250-1571
Fax (202) 720-0820
E-mail: lwolfe@rus.usda.gov

Comments

97A

I HAVE ATTACHED A BRIEF STATEMENT VOICING MY
OPPOSITION TO RUNNING THE SOUTHERN INTERTIE PROJECT
THROUGH THE KNWR. I AM A 46 YEAR ALASKAN
RESIDENT AND HAVE BEEN A USER OF THIS AREA
FOR OVER 40 YEARS. IN 1962 I SHOT MY FIRST
MOOSE THERE AND HAVE CAMPED, CANOED, HUNTED, FISHED
AND HIKED THERE EVER SINCE. THREE GENERATIONS OF MY
FAMILY HAVE TAKEN SOLITUDE AND APPRECIATION THERE,
INCLUDING MY FATHER AND DAUGHTER. MY SISTERS ASHER
ARE SCATTERED NEAR THE CHICKATOON FLATS. MANY
OF MY FRIENDS ALSO HAVE EXTENSIVE HISTORIES IN
THE AREA. THEY ARE UNITED IN THEIR OPPOSITION TO
THIS PROJECT. THEIR SIGNATURES ARE ATTACHED. I DID
NOT ATTEMPT TO ^{ATTACH ADDITIONAL PAGES IF NECESSARY} ~~get~~ SIGNATURES FROM ANYONE WHO
DOES NOT HAVE MANY YEARS OF EXPERIENCE IN THIS
PRISTINE CORNER OF THE WORLD. I ACTUALLY REFUSED
SIGNATURES WHO HAD NOT BEEN THERE EXTENSIVELY. PLEASE

97A Comment noted.

Carefully consider our objections. Thank you.

12-5

- 97B I am writing this to strongly object to granting a permit for the Southern Intertie Project through the Kenai National Wildlife Refuge (KNWR). The project clearly has other alternative routes, including a utility corridor to the west of the refuge and the highway route which already has existing powerlines. The reasons for my objections are many. First, the KNWR is a pristine and unspoiled place. The existing Enstar gas line has been in place for over 30 years and much of the vegetation has overgrown the existing 50' right of way. This has been a blessing to the wildlife in the area and to the visual and scenic value of this portion of the KNWR. A new powerline with a 200 foot clearing straight through the KNWR would not only be a visual disturbance, but would endanger existing populations of Moose, Brown Bear, Wolf, Caribou, and other mammals. In addition, substantial impacts could negatively affect large numbers of waterfowl which concentrate in the Chickaloon Flats area of the KNWR in the spring, summer and fall.
- 97C The draft of the Environmental Impact Statement for this project itself states that there is no clear mitigation for this issue and does not even suggest an understanding of the potential problems. In 1995, the Alaska State Legislature in House Bill 58, designated the Chickaloon Flats Critical Habitat Area, as a crucial waterfowl staging area. It is clear to me that a 75' high powerline running along the Enstar right of way has a significant chance of collisions with migrating waterfowl. I base this on over 25 years of observations watching waterfowl migrate not only from the north, but also from the west and southwest heading north to Chickaloon Flats along the Kenai Mountains. Even to bury the cable in the tidal flats creates habitat problems for waterfowl in all seasons except winter. It is also clear to me that as many as seven salmon spawning streams would be affected by this project. In summary, I am strongly against granting a permit for the Southern Intertie Project through the KNWR.
- 97D

- 97B Comment noted. The Tesoro Route has been identified as the agency preferred alternative. Refer to response to comment 1F - EPA letter (12/05/01). See also the response to 21A - Wilderness Society form letter (12/03/01), and the USFWS Compatibility Determination in Appendix A of the FEIS.
- 97C Comment noted. Refer to the USFWS Compatibility Determination in Appendix A of the FEIS.
- 97D Comment noted. See response to comments 1N - EPA letter (12/05/01) and 9I - Alaska DGC (12/05/01) regarding impacts to waterfowl and tidal flats. See also comments 5B - NMFS (12/12/01) and 9B - Alaska DGC (12/05/01) regarding anadromous fish streams.

Michael P. McKeown

Michael P. McKeown

11/26/01

I am also opposed to granting a permit for the Southern Intertie Project through the Kenai National Wildlife Refuge

Paul C. Hendrickson

Paul C. Hendrickson

NOV 27 '01

Michael J. Turner

Michael J. Turner

11/27/01

Patrick T. Large

PATRICK T. LARGE

11/27/01

Robert E. Congdon

Robert E. Congdon

11/27/01

HAROLD OSTERUD

Harold Osterud

11-28-01

I am writing this to strongly object to granting a permit for the Southern Intertie Project through the Kenai National Wildlife Refuge (KNWR). The project clearly has other alternative routes, including a utility corridor to the west of the refuge and the highway route which already has existing powerlines. The reasons for my objections are many. First, the KNWR is a pristine and unspoiled place. The existing Enstar gas line has been in place for over 30 years and much of the vegetation has overgrown the existing 50' right of way. This has been a blessing to the wildlife in the area and to the visual and scenic value of this portion of the KNWR. A new powerline with a 200 foot clearing straight through the KNWR would not only be a visual disturbance, but would endanger existing populations of Moose, Brown Bear, Wolf, Caribou, and other mammals. In addition, substantial impacts could negatively affect large numbers of waterfowl which concentrate in the Chickaloon Flats area of the KNWR in the spring, summer and fall. The draft of the Environmental Impact Statement for this project itself states that there is no clear mitigation for this issue and does not even suggest an understanding of the potential problems. In 1995, the Alaska State Legislature in House Bill 58, designated the Chickaloon Flats Critical Habitat Area, as a crucial waterfowl staging area. It is clear to me that a 75' high powerline running along the Enstar right of way has a significant chance of collisions with migrating waterfowl. I base this on over 25 years of observations watching waterfowl migrate not only from the north, but also from the west and southwest heading north to Chickaloon Flats along the Kenai Mountains. Even to bury the cable in the tidal flats creates habitat problems for waterfowl in all seasons except winter. It is also clear to me that as many as seven salmon spawning streams would be affected by this project. In summary, I am strongly against granting a permit for the Southern Intertie Project through the KNWR.

NOTE: Petition sheet has same comments as comment letter 97.
The petitions were considered as one letter with 12 signees.

Michael P. McKeown

Michael P. McKeown

I am also opposed to granting a permit for the Southern Intertie Project through the Kenai National Wildlife Refuge

Laurie A. McKeown

Laurie A. McKeown

William E. Brett

William E. Brett

Jeff J. Lindow

Jeff J. Lindow

Curt D. Crocker

Curt D. Crocker

Rich, Digel

Rich Digel

Tim Robschke

LANG CONSULTING
2117 Belair Dr.
Anchorage, Ak. 99517
Tel/fax (907) 274-7448

Lawrence R. Wolfe
Senior Environmental Protection Specialist
USDA, Rural Utilities Service
Engineering and Environmental Staff, Room 2240
1400 Independence Ave SW, Stop 1571
Washington, DC 20250-1571

Nov.12, 2001

Dear Mr. Wolfe,

I have reviewed the DEIS for the Southern Intertie Project and fully support a power line on the Enstar route as shown on Fig. S-4 and following route option 4 along the Alaska railroad to the International Substation. As for the Turnagain Arm crossing, I should like to offer a crossing concept which was proposed by the U.S. Army Corps of Engineers, Alaska District, while I was employed by them as their electrical design section chief (see encl.)

98A Comment noted.

The causeway concept still has merit for future consideration when Alaska should build the Susitna Hydroelectric project and the Kenai/ Soldotna area is opened for expansion. For now, we need to get the Intertie Project developed, to assure a reliable alternate power line to this area.

I have included extracts from relevant documents to support my position .

Sincerely,


Henry P. Lang P.E.

Enclosures

Wolfe, Larry -RUS

From: Steve and Nancy Beardsley [sn-beards@gci.net]

Sent: Friday, December 14, 2001 7:33 PM

To: lwolfe@rus.usda.gov

Subject: inter tie

This E-Mail and or attachments have been scanned for
and found free of known viruses.

99A I am against the route through the Refuge Area for numerous reasons. I am also against the use of the
99B Railroad right of way through Oceanview Subdivision as this would be a eyesore at my residence and might
cause potential erosion at the bluff area.

steve beardsley
13201 reef
anchorage ak
99515

99A Comment noted.

99B Potential visual impacts for this route are discussed on pg. 3-259. Mitigation measures, including those listed in DEIS Table 3-2, pg. 3-15, will be used to minimize soil erosion and directional drilling will be used in this area. See the Mitigation Plan in Volume II of the FEIS.

December 1, 2001

Mr. Lawrence Wolfe
USDA, Rural Utilities Service
1400 Independence Ave. SW, Stop 1571
Washington, D.C. 20250-1571

Dear Mr. Wolfe,

I am writing in opposition to the proposed Enstar route for the Southern Intertie on the Kenai National Wildlife Refuge.

100A

The Kenai Refuge provided a corridor for transportation and utility needs by significantly altering its western boundary in 1964. This corridor along with an existing powerline corridor between Anchorage and the Kenai Peninsula provide viable and legitimate alternatives for this project. To forego using either of these routes and further encroach on the Refuge is unacceptable.

100B

Allowing the Southern Intertie to bisect the northern portion of the Kenai Refuge is not compatible with the purposes of the Refuge. The Enstar route would impact wildlife habitat and create new access to these remote areas. Even the DEIS states that "the cumulative effects on wildlife, vegetation, recreation, and visual resources... are to be considered long term and significant."

100C

The Enstar route would cut across unroaded lands in the Kenai National Wildlife Refuge. These areas are eligible for future wilderness designation and this project would undermine any potential for wilderness designation.

100D

The USFWS mandate is to protect wildlife on the Refuge. This project would pose additional threats to the Kenai Peninsula brown bear, which has been declared a species of special concern by the state due to the vast amount of development elsewhere on the Kenai. Since the Kenai Refuge provides the habitat that is critical to the long term viability of the brown bear, the Enstar route should be avoided.

100A See response to 21A – Wilderness Society form letter (12/03/01).

100B Refer to the USFWS Compatibility Determination in Appendix A of the FEIS.

100C See response to 21C – Wilderness Society form letter (12/03/01).

100D See response to 21D – Wilderness Society form letter (12/03/01).

Sincerely,



Mitchell B. Cline
P.O. Box 945
Girdwood, AK 99587

December 3, 2001

Mr. Lawrence Wolfe
USDA, Rural Utilities Service
1400 Independence Ave. SW, Stop 1571
Washington, D.C. 20250-1571

Dear Mr. Wolfe,

I am writing in opposition to the proposed Enstar route for the Southern Intertie on the Kenai National Wildlife Refuge.

101A

The Kenai Refuge provided a corridor for transportation and utility needs by significantly altering its western boundary in 1964. This corridor along with an existing powerline corridor between Anchorage and the Kenai Peninsula provide viable and legitimate alternatives for this project. To forego using either of these routes and further encroach on the Refuge is unacceptable.

101A See response to 21A – Wilderness Society form letter (12/03/01).

101B

Allowing the Southern Intertie to bisect the northern portion of the Kenai Refuge is not compatible with the purposes of the Refuge. The Enstar route would impact wildlife habitat and create new access to these remote areas. Even the DEIS states that "the cumulative effects on wildlife, vegetation, recreation, and visual resources... are to be considered long term and significant."

101B Refer to the USFWS Compatibility Determination in Appendix A of the FEIS.

101C

The Enstar route would cut across unroaded lands in the Kenai National Wildlife Refuge. These areas are eligible for future wilderness designation and this project would undermine any potential for wilderness designation.

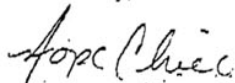
101C See response to 21C – Wilderness Society form letter (12/03/01).

101D

The USFWS mandate is to protect wildlife on the Refuge. This project would pose additional threats to the Kenai Peninsula brown bear, which has been declared a species of special concern by the state due to the vast amount of development elsewhere on the Kenai. Since the Kenai Refuge provides the habitat that is critical to the long term viability of the brown bear, the Enstar route should be avoided.

101D See response to 21D – Wilderness Society form letter (12/03/01).

Sincerely,



Hope Cline
P.O. Box 389
Girdwood, AK 99587